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ISIANA PURCHASE EXPOSITION ST. LOUIS 1904



AVSTRIAN GOVERNMENT
PAVILION





EMPEROR FRANCIS JOSEPH I.

❖ ❖ ❖ LOUISIANA ❖ ❖ ❖
PURCHASE EXPOSITION

❖ ❖ THE AUSTRIAN ❖ ❖
GOVERNMENT PAVILION

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INTRODUCTION.

The exhibition in the Austrian Government Pavilion is of an essentially representative character. As it was not possible to arrange a general Austrian exhibition at the World's Fair, covering all branches of human skill and invention,*) the Government resolved to organize an exhibition, which in a few prominent features — the works of several branches of public administration on the one side and of fine arts on the other — would present to the visitor a faithful picture of economical and intellectual life in Austria.

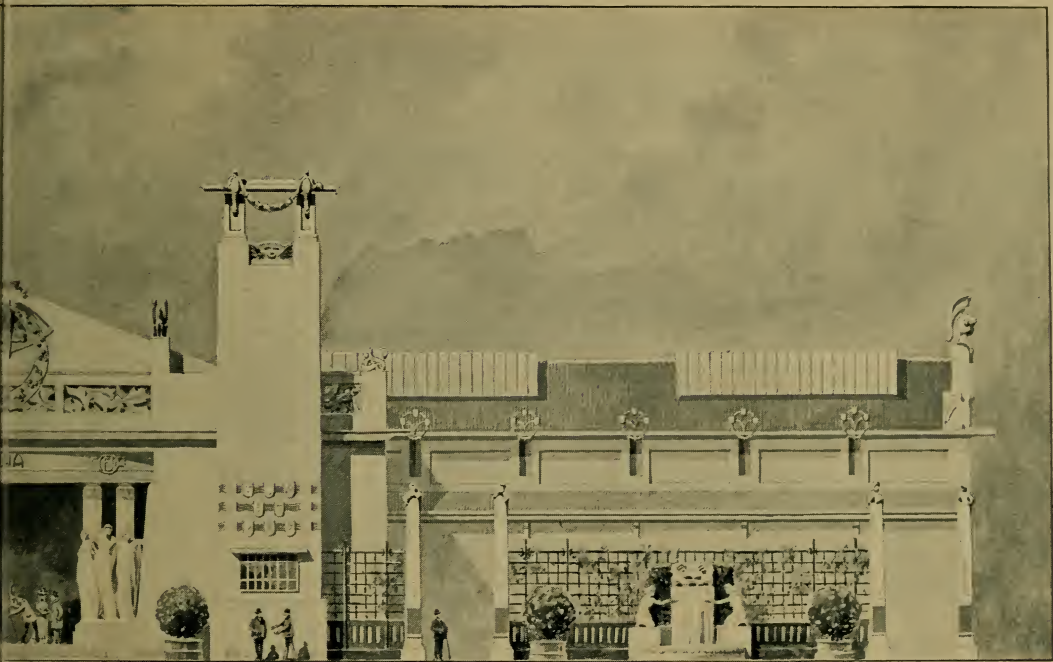
The venerable old Empire, whose vigour has remained intact through so many centuries in all contests at home and abroad,

*) Austrian Sections are to be found, nevertheless, in the Buildings for Manufacture, Liberal Arts and Agriculture.

will in this manner be able to proclaim her existence at the universal review of peoples and nations on the other side of the ocean.

At the same time, the august wishes of His I. and R. Apostolic Majesty Emperor Francis Joseph I. whose likeness adorns this little book will thus be complied with.





ARCHITEKT: LUDW. BAUMANN: K. K. OBERBAUKAT.

PAVILION AND DIVISION * * * OF ROOMS. * * *

The Austrian Government Pavilion is 60 meters long and 35 meters wide and built in T form. From the transepts a middle aisle, 24 meters broad, extends to the building line. On either side of the aisle exits lead to the loggias and to the lawns. The pavilion is built of wood, and all the rooms have sky-lights. The style of architecture and decorations is modern with a classical toning. The exterior of the building is faced with a grayish yellow coloured gypsum shaded with gold, dark blue and light green.

Two groups of figures — above life size — adorn the main porch of the central building. The Imperial coat of arms with a crown, surrounded by a large wreath, is raised above the centre of the pavilion, and to the right and left two sphinxes crown the gables.

The central building (garden-front) is finished off with two enormous square pylons with festoons and masks and decorated with all the coats of arms of the Austrian crown lands. Four stela bearing gilded busts are symmetrically placed along the front of the flower-beds in which monumental fountains have been erected.

As can be seen from the annexed ground plan the interior of the pavilion is divided into fifteen rooms.

To the left and right of the entrance hall which is adorned with a marble bust of the Emperor are the official apartments one of which is meant as a library and reading room, and the other as a reception room. Beyond the entrance hall is the Technical exhibition of the Ministry of Railways, which likewise occupies the room on the left hand side for its exhibition "Sceneries and People of Austria".

The hall to the right is devoted to the department of the Ministry of Commerce for the Building of Waterways. At the back part of the middle aisle a large hall is devoted to the exhibits of the professional Art schools and two smaller ones show interiors executed by the Schools for Arts and Crafts in Vienna and Prague. The fine art exhibits of the Vienna Artists' Association and of the Association called "Hagenbund" are on the right of the transepts; the pictures of the Bohemian and Polish artists on the opposite side.

Before briefly describing the characteristics of each section, according to the order of the rooms, a list must be given of the artists and artisans who have taken part in building and decorating the Austrian Government Pavilion.

The plans of the whole building, the entrance hall, the two halls of the Ministry of Railways, and the hall containing the exhibition of Waterways have been designed by the chief architect Oberbaurat Ludwig Baumann, Joseph Meissner substituting him in the superintendence of the works. (Contractor: J. Lecoœur).

The library has been designed by Leopold Bauer, architect, and the architect Joseph Plečnik has designed the reception room.

The plastic on the outside of the building has been delivered by the sculptor Othmar Schimkowitz. The figurate frieze in the library is the work of the painter Josef Engelhardt. The painter Ferdinand Andri has executed the frescos on the facade, and Heinrich Tomec those in the department for water-ways. The Emperor's bust, which is made of Laaser marble, and which has been executed in the workshop of the Tyrol Marble and Porphyry Company (Fritz Zeller) Laas (Tyrol), is a copy of Prof. Strasser's model.

The relief "Empress Elisabeth" (Allegory) in the reception room is by the late Rudolf Weigl, sculptor.

Sándor Járny has been entrusted with the Interior decorations and fittings. The carpets have been delivered by J. Ginzkey, Maffersdorf, and the ornamental locksmith-work by Alexander Nehr.

The mosaic and artistic glass work have been delivered by Max Freiherr v. Spaun and Johann Kappner, the fancy needlework by Carl Giani, the inlaid work (Intarsia) has been carried out by Michael Kehl, Josef Duchoslav, Franz Makienec, and the bronze works by Johann Hastach, Carl Kratky, J. Schubert and A. T. Lange.



TECHNICAL EXHIBITION OF THE

* * MINISTRY OF RAILWAYS. * *

Austria is the home of European Alpine railways; the oldest, the Semmering railway, constructed 1848—1854, lies on the South Railway main line from Vienna to Trieste and is the first mountain railway conducted exclusively on the adhesive principle. Then followed the Brenner railway (1864—1867), the shortest railway communication between Central Germany via Tyrol to Italy (Verona), and the Arlberg railway (1880—1884) which opened up the route via Tyrol and Vorarlberg to the west (Switzerland and France).

An extensive system of alpine railways in course of construction (the Tauern, Karawanken and Wocheiner) will establish a new connection between the Interior of Austria and the port of Trieste. Four great panoramas in the Exhibition showing the above-mentioned alpine railways bear witness to Austria's prominence in this special field of railway technic. There are also plans of these lines, photographic views of buildings and of the tracks of the first three mentioned lines which are in full working order. The lines in course of construction are further illustrated by models of tunnels, scaffoldings, foundations of arched bridges; and also an electric boring machine. A view

of an arched bridge (with a span of 80 m) over the Isonzo (Littoral lands of Austria) with statical calculations and charts of the largest vaulted bridges ever built, and photographic views of the working in the Karawanken and Wocheiner Tunnels. Among the other exhibits in this department may be mentioned a model of the ground-work of the Austrian State Railways for express trains, photos of the Imperial Court train and of the newest locomotives and passenger-carriages of the Austrian State Railways, as well as plans for iron bridges, ground-work, locomotives and passenger carriages of the State Railways. The work published for the Emperor's Jubilee "History of the railways of the Austro-Hungarian Monarchy" together with a number of other publications on the statistics, pedagogy and technics of railways are exhibited. Finally there is a chart of the railways of the Austro-Hungarian Monarchy on a scale 1 : 1,000,000.



SCENERIES AND PEOPLE * * * OF AUSTRIA. * * *

For a long time the Austrian Ministry of Railways has set itself the task of drawing the attention of the travelling public to the beauties of the scenery and ethnographical charms in which Austria abounds and thus inducing them to visit the country. To gain this end the Ministry has issued various publications, has opened inquiry offices and arranged exhibitions. The exhibition "Sceneries and People of Austria" in the government pavilion at St. Louis has been arranged with the co-operation of several artists for the same object. The exhibit principally consists of a collection of views of the most beautiful parts of Austria, especially the Austrian Alps, and pictures of Austrian national life. Photographs taken by the best photographers as well as a number of artistic amateur photos representing the most important travelling districts in Austria, (99 in all) have been enlarged and reproduced as pigment prints or linographs. Two series of

photographic prints are also exhibited; the one consisting of Austrian castles and strongholds, and the other of various favourite alpine resorts. Further a selection of alpine and travelling works in luxurious editions are shown.

The whole exhibition is finished off with a collection of 14 pictures of costumes and sport, arranged like a frieze, and illustrating special Austrian national scenes around the top of the wall.

Finally four bronze statuettes viz: "Chamois-hunter", "Alpine-tourist", "Ski-sportsman", "Alpine dairy-woman" have been placed in the room as decorations.



WATERWAYS.

The exhibition of models, plans and photographs of the existing and projected canals for deep draft ships arranged by the Department of the Ministry of Commerce for the Building of Waterways offers a general view of the whole network of the Austrian Waterways comprising those of the Danube, Moldau and Elbe Rivers, together with the system of canals.

The largest Austrian river the Danube, which flows through the Country from West to East having a course of 348 km, is well adapted for tug traffic; the iron tug boats generally used having a drawing capacity of 650 t.

The beautiful landscape of the river sides is shown by means of views of the Danube, contained in an album, whilst the plans, photographs and models exhibited by the "Danube Regulation Commission" show the river courses, the harbours in Lower Austria and Vienna, as well as the constructions for regulating the water level in the Vienna-Danube Canal.

The second great waterway is the Moldau and the Elbe running from South to North. On that part of the Elbe flowing between Aussig and the frontiers (a length of 38 km) the greatest amount of traffic is done and amounted in 1901 to about 4,000,000 t or 150,000,000 TKM.

In order to secure unhindered communication for tugs of 900 t drawing capacity on the Elbe between Aussig and Prague during the period

when the Elbe is open, it was decided to construct canals along this stretch of river (Aussig—Prague 122 km long) with a minimal depth of 2·1 m thus providing a navigable route for large ships right into the heart of Bohemia. The work of construction carried out by the “Commission for Building Canals on the Moldau and Elbe Rivers in Bohemia” was commenced in 1897, and the models, plans and pictures exhibited by this Corporation show various stages of construction and the appearance of the works finished, whilst a map of Prague hanging on the wall shows the harbour and canal construction works, some finished and others projected in the precincts of the town. The drawings and photos exhibited in the corner of the hall by the “Aussig-Teplitz Railway Co.” illustrate the position and traffic of the harbour of Aussig which is the most important inland harbour of Austria.

The network of navigable canals for joining rivers together was provided for by Act of Parliament in 1901 and the “Administration for the Building of Waterways” so far furthered the preparation of the plans and designs for the construction of the different canals, that the work on some parts can be commenced this year. The charts in addition to giving a view of the position of the canals and rivers, with canals projected, show also longitudinal sections of the Danube-Oder Canal, which is the work to be taken in hand next, as well as some specimens of difficult engineering construction.

EXHIBITION OF THE IMPERIAL ROYAL * * PROFESSIONAL ART SCHOOLS. * *

The exhibition of the state professional Art schools, arranged by the Imperial Royal Ministry of public Instruction, Vienna, gives an idea of the work done by these institutions. These schools send out skilled workmen after giving them artistic and practical training in all branches of decorative art, fecundating practical work with artistic ideas and in this manner raising and furthering the standard of arts and crafts of the country.

The exhibition is arranged in three divisions, the first two containing the exhibits of the schools for Arts and Crafts in Vienna and Prague (the largest of their kind in Austria), and the third the work of the other professional Art schools.

The decoration of the two interiors of the Schools for Arts and Crafts Vienna (Director Felizian Freiherr v. Myrbach) and Prague (Director Georg Stibral), as well as all the objects exhibited in these divisions have

been designed at the above institutions, and (as far as the schools possess workshops) executed by the pupils. A part of these objects has been entrusted to skilled craftsmen for execution.

The organization of the "collective exhibition" of the other professional Art Schools has been entrusted to the Inspector of these schools, and Hofrat Arthur v. Scala, Director of the Austrian Museum, Vienna.

The designs for the interior decorations have been prepared by the head of the Educational Supply Department at the above mentioned museum, and the details worked out by the department itself. The interior and the exhibits themselves have been executed in the work-shops of 46 different professional Art schools with the co-operation of the pupils.

The illustrated catalogue of the exhibits of the Imperial Royal professional Art schools contains full details of this exhibition and gives a general view of the organization of Technical Education in Austria.



FINE ARTS.

As may be easily understood it is a rather difficult task in a large country, even at home, to offer a comprehensive insight into the conditions of fine arts.

Many works of art have been created for certain surroundings from which they cannot be removed without suffering in their artistic effect. Other works have passed into private hands and are scattered far and wide and for different reasons are not to be had for sending on a long journey. At the outset, therefore, the idea had to be given up of offering at the St. Louis Exhibition, to any extent, a complete picture of the Austrian Art of the present day, the more so as the diverse nationalities of Austria make the art of this country one of the most manifold and varied of the civilised world.

It has nevertheless been possible to get a considerable number of works together which give, at least, a fairly good idea of the abundance of Austrian art.

Two groups of rooms have been placed at the disposal of Austrian fine arts; one hall with annexe in the General Art Building and four halls in the Austrian Government Pavilion.

A part of the exhibits of the Vienna Artists' Association is to be found in the general Art Building, and the rest, as well as those of the Artists' Association "Hagenbund" and the Bohemian and Polish Artists, are placed in the Austrian Government Pavilion.

The Vienna Artists' Association was founded in 1861, and has at present 356 "ordinary members", 104 "extraordinary members", and numerous supporting and corresponding members. The association is exhibiting 154 paintings, engravings, pen and ink sketches, and sculptures. The Association "Hagenbund", which was founded in 1901 devoting itself specially to cultivating Austrian Fine Art, has at present 49 members and is exhibiting 42 paintings, etchings, sculptures and a few publications.

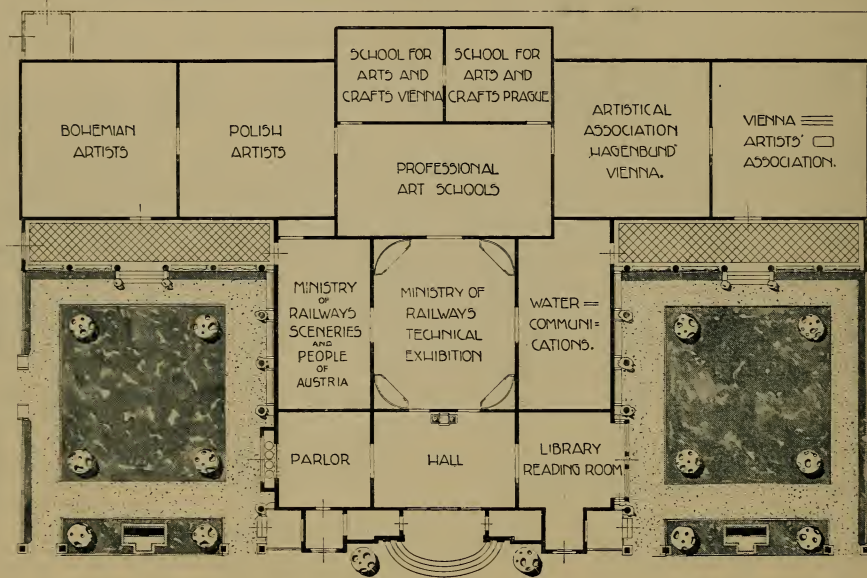
The exhibitions of the Bohemian artists (41 pictures) and of the Polish artists (50 paintings, plastics and graphics) have not been arranged according to any division of different groups of artists.

In some rooms also art-handicraft work of the respective groups of artists can be seen.

Catalogues of the Austrian Works of Art can be obtained gratis in the Austrian Government Pavilion.



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CHIEF-ARCHITECT L. BAUMANN

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